

WHAT IS CLAIMED IS:

1. Air guiding device on a draft deflector for a motor vehicle which is equipped with a sliding roof or the like and which comprises an air guiding element which, in an operative position, projects beyond the draft deflector in a raised manner,

wherein the air guiding element comprises a holding section with at least one adjoining elastic wing, the holding section being held in use in a clamped-in manner in a transverse slot of the draft deflector, the wing extending out of the slot above the draft deflector in an approximately vertical plane, when in an operative position, the wing being arranged in an elastically bent manner below the sliding roof when in an inoperative position.

2. Air guiding device according to Claim 1, wherein the draft deflector consists of a profiled element which, in a transversely extending interior web, has the transverse slot of the same width which is arranged in a longitudinal center plane of the vehicle.

3. Air guiding device according to Claim 1, wherein the holding section of the wing has a greater thickness than the adjoining wing and is offset with respect to the latter by way of a surrounding edge.

4. Air guiding device according to Claim 2, wherein the holding section of the wing has a greater thickness than the adjoining wing and is offset with respect to the latter by way of a surrounding edge.

5. Air guiding device according to Claim 3, wherein the surrounding edge of the wing is constructed as a sealing and holding element with respect to the transverse slot.

6. Air guiding device according to Claim 3, wherein an elastic bending edge is formed between the surrounding edge and the adjoining wing such that, by an action upon the sliding roof, the wing has an inoperative position bent in a driving direction around the bending edge and in the operative position has a vertical position, and, during high wind load stress, has a load position bent around the bending edge against the driving direction.

7. Air guiding device according to Claim 5, wherein an elastic bending edge is formed between the surrounding edge and the adjoining wing such that, by an action upon the sliding roof, the wing has an inoperative position bent in a driving direction around the bending edge and in the operative position has a vertical position, and, during high wind load stress, has a load position bent around the bending edge against the driving direction.

8. Air guiding device according to Claim 1, wherein the holding section has an end-side boundary bead which is situated in a center area of the holding section extending as a tongue.

9. Air guiding device according to Claim 2, wherein the holding section has an end-side boundary bead which is situated in a center area of the holding section extending as a tongue.

10. Air guiding device according to Claim 3, wherein the holding section has an end-side boundary bead which is situated in a center area of the holding section extending as a tongue.
11. Air guiding device according to Claim 8, wherein an inoperative position of the air guiding element, the boundary bead is supported on an end side on an elevation of a roof frame of the vehicle.
12. An air guiding element which in use is supported at a draft deflector of a vehicle sliding roof, said air guiding element including:
 - a holding section which in use is clampingly held in a slot in the draft deflector, and
 - an elastic wing section adjoining the holding section and configured to extend out of the slot above the draft deflector when in an operative position and to be elastically bent by engagement with a sliding roof member when in an inoperative position.
13. An air guiding element according to Claim 12, wherein the holding section of the wing has a greater thickness than the adjoining wing and is offset with respect to the latter by way of a surrounding edge.
14. An air guiding element according to Claim 13, wherein the surrounding edge of the wing is constructed as a sealing and holding element with respect to the transverse slot.

15. An air guiding element according to Claim 13, wherein an elastic bending edge is formed between the surrounding edge and the adjoining wing such that, by an action upon the sliding roof, the wing has an inoperative position bent in a driving direction around the bending edge and in the operative position has a vertical position, and, during high wind load stress, has a load position bent around the bending edge against the driving direction.

16. An air guiding element according to Claim 12, wherein the holding section has an end-side boundary bead which is situated in a center area of the holding section extending as a tongue.

17. An air guiding element according to Claim 13, wherein the holding section has an end-side boundary bead which is situated in a center area of the holding section extending as a tongue.